

# The China Mail.

Established February, 1815.

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號六十九年四百八十一英

HONGKONG, TUESDAY, SEPTEMBER 16, 1884.

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PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—T. ALAN, 11 & 12, Clement's Lane; Lombard Street, E. C.; GEORGE STEPHEN & CO., 30, CORNWALL PLACE; G. GOULD, LUDGATE VICTORIA, E.C.; HENRY, CO., 37, WALBROOK, E.C.; SAMUEL DRAGON & CO., 100 & 104, NEWCASTLE STREET.

PARIS AND EUROPE.—GILLET & DE LAURENT, 28, Rue Lafayette, Paris.

NEW YORK.—ANDREW WISE, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, MELBOURNE AND SYDNEY; GORDON & GOTCH, LUDGATE VICTORIA, E.C.; SINGAPORE, CHINA, AND AMERICAN PORTS GENERALLY.—BEAN & BLACK, NEW YORK.

SINGAPORE, STRAITS, &c.—SAYLE & CO., SINGAPORE; O. HEIDNER & CO., MACAO.

CHINA.—MACAO, MESEN A. A. DE MELO & CO.; SINGAPORE, O. HEIDNER & CO.; AVRO, WILSON, NICHOLLS & CO., HONGKONG; HEDGES & CO., SHANGHAI; LANE, CRAWFORD & CO., AND KELLY & WALSH, YOKOHAMA; LANE, CRAWFORD & CO.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$7,500,000.

RESERVE FUND.....\$4,400,000.

RESERVE FOR EQUALIZATION.....\$400,000.

RESERVE LIABILITY OF PRO-  
PRIETORS.....\$7,500,000.

COUNCIL OF DIRECTORS:

Chairman—A. P. McEWEN, Esq.

Deputy Chairman—Hon. F. D. SASSON, C.

C. BOTTOMLEY, M. GROTE, Esq.

M. HOFFMANN, Esq.

H. L. DALMATION, A. MULIER, Esq.

W. H. FORBES, Esq. M. E. SASSON, Esq.

CHIEF MANAGER.

Hongkong.—THOMAS JACKSON, Esq.

MANAGER.

Shanghai.—EWEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG.

Interest Allowed.

Current Deposit Account at the rate

of 2 per cent per annum on the daily balance.

For Fixed Deposits:

For 3 months, 3 per cent. per annum.

" 6 " 4 per cent. "

" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities,

and every description of Banking and Exchange business transacted.

Deposits granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Hongkong, August 25, 1884. 1423

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—The Assets of the Hongkong and Shanghai Banking Corporation will form a direct security for the repayment of sums deposited in the above Bank.

3.—Deposits may be withdrawn in the amount of sums deposited in the above Bank.

4.—Depositors may withdraw their deposits in full or in part, on payment of interest at the rate of 3 per cent. per annum.

5.—Persons desirous of saving sums less than a dollar may do so by affixing clean ten-cent stamps to a form to be obtained at the Bank or at the Post Office. When the form is presented with ten clean stamps the depositor will be credited one dollar.

6.—Depositors in the Savings' Bank having \$100 or more at their credit, may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

7.—Deposits may be forwarded from the Ports by means of clean Hongkong Postage Stamps of any values.

8.—Interest at the rate of 3 per cent. per annum will be allowed to depositors on their daily balances.

9.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal.—Depositors may withdraw their deposits in full or in part, on payment of interest at the rate of 3 per cent. per annum.

10.—Cover containing Pass-Books, Registered Letters containing Stamps or other Remittances, and generally, correspondence as to the business of the Bank will, if marked, On Hongkong Savings' Bank Business be forwarded free of Postage or Registration Fee by the various British Post Offices in Hongkong and China.

11.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

12.—All documents connected with the business of the Savings' Bank are exempt from stamp duty.

For the HONGKONG & SHANGHAI BANKING CORPORATION,

T. JACKSON,

Chief Manager.

Hongkong, April 25, 1884. 718

Bank.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

(Incorporated in London on 18th July, 1884, under the Companies Act, 1862, & 1883.)

LONDON BANKERS.

UNION BANK OF LONDON, LTD.

BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED OF DE-

POSITIVE.

At 3 months notice 3 per annum.

" 6 " 5 " "

Current Accounts kept on Terms which

may be learnt on application.

J. MELVILLE MATSON,

Manager.

Hongkong, September 15, 1884. 1556

Prospectus.

PROSPECTUS

OF THE CHINESE IMPERIAL GOVERNMENT SILVER LOAN, 1884.

AUTHORIZED BY IMPERIAL DECREE

Dated 4th December, 1883.

For Dollars 2,789,406.28 equivalent of

Treasury 2,000,000 at 7.17, in Bonds of \$500

each Hongkong Currency, bearing interest

at 8 per cent. per annum.

Principal and Interest payable in Hong-

kong.

The Loan is divided into Two Classes

for \$1,394,700.14 (1 Million Taels) each,

and marked respectively A & B.

The Bonds of Loan A are redeemable at

within 3 years (1887) by three yearly

instalments, the first of which will be pay-

able on the 15th March, 1886.

The Bonds of Loan B are redeemable at

within 5 years (1891) by three yearly

instalments, the first of which will be pay-

able on the 30th June, 1888.

The Bonds will bear interest at the rate

of 8 per cent. per annum payable yearly,

according to the English Calendar, as per-

announced Schedule, at the Office of the

HONGKONG AND SHANGHAI BANKING COR-

PORATION, at the Current Rate of Exchange

for Demand Bills on Hongkong. The first

Payment of interest on Loan A will be on

15th March, 1885, and on Loan B on 30th

June, 1886.

The Drawings will take place in Hong-

kong one month previous to the dates of

payment of the Drawn Bonds as given in

the Schedule, and the Bonds so drawn will

be paid off at par on the respective dates

specified, at the Office of the HONGKONG

AND SHANGHAI BANKING CORPORATION,

after which date interest on the Bonds so

drawn will cease.

Bonds to bearer will be issued on 25th

October, 1884, against allotment letter and

on payment of the balance due on issue

from which date the public will receive

interest upon the Bonds of both Loans.

With reference to the foregoing, sealed

tenders are invited for the above Loan at

the Office of the HONGKONG AND SHANG-

HAI BANKING CORPORATION, at Hongkong

and Yokohama, until NOON

on SATURDAY, 18th October, 1884, when

the tenders will be opened afterwards no

tender will be entertained. Applications

have the option of taking either Loan A or

Loan B and tenders should distinctly state

which one is desired.

A deposit of ten per centum upon the

amount tendered must accompany each ap-

plication; such deposit to be made by Cheque

or Draft on the Bank or at the Post

Office. When the form is presented

with ten clean stamps the depositor will

be credited one dollar.

Depositors in the Savings' Bank having

\$100 or more at their credit, may at

their option transfer the same to the

Hongkong and Shanghai Banking Cor-

poration on fixed deposit for 12 months

at 5 per cent. per annum interest.

Deposits may be forwarded from the

Ports by means of clean Hongkong

Postage Stamps of any values.

Interest at the rate of 3 per cent. per

annum will be allowed to depositors on

their daily balances.

Each Depositor will be supplied gratis

with a Pass-Book which must be pre-

sented with each payment or withdraw-

al.—Depositors may withdraw their

deposits in full or in part, on payment of

interest at the rate of 3 per cent. per

annum.

All tenders will bear upon the cover

&lt;p

# THE CHINA MAIL.

No. 5588 - SEPTEMBER 16, 1884.

## For Sale.

**MacEWEN, FRICKEL & Co.**  
No. 53, Queen's Road East,  
(OPPOSITE THE COMMISARIAT),  
ARE NOW  
LANDING FROM AMERICA.

**TOPOCAN BUTTER.**  
English and Californian CHEESE.  
**CODDISH.** Bouillon.  
**THE HAMS and BACON.**  
Large Bacon Condensed MILK.  
**BEEF** in 25 lb. bags.  
**BAKED SALMON** in 5 lb. cans.  
**Cutting's Dessert FRUITS** in 24 lb. cans.  
**Assorted CANED VEGETABLES.**  
**Potted SAUSAGE and Sausage MEAT.**  
**STUFFED PEPPERS.**  
**ASSORTED SOUPS.**  
Richardson & Robbin's Celebrated Potted MEATS.

**LUNCHEON HAM.**  
Lamb's TONGUES.  
**Clam CHOWDER.**  
Fresh OREGON SALMON.  
Dried APPLES.  
TOMATOES.  
SUCCHETAS.  
Maple SYRUP.  
Golden SYRUP.  
Cracked WHEAT.  
**HOMINY.**  
**MEAT.**

## FAIRBANKS' SCALES.

400 lb. Capacity.  
600 lb.  
900 lb.  
1,200 lb.

## KAI SAR-I-HIND' CIGARETTES

in crystallized Boxes of 100 at \$0.50 per millie.

## SPORTING AND RIFLE GUNPOWDER

in 1 lb. Tins.

## AGATE IRON WARE.

TOOK'S PATENT PACKING.

## HITCHCOCK HOUSE LAMPS.

PERFECTION STUDENT LAMPS.

## LAWN BOWLS.

PAINTS AND OILS.

TALLOW and TAR.

PITCH and ROSIN.

## Ex late Arrivals from ENGLAND.

A LARGE ASSORTMENT OF STORES,

including:

ALMONDS AND RAISINS.  
FRENCH PLUMS.  
TEYSONNAUD'S DESSERT FRUITS.  
JORDAN ALMONDS.

Fine YORK HAMS.  
PICNIC TONGUES.  
BREAKFAST TONGUES.  
FATE DE FOIE GRAS.

Digby CHICKS.  
Yarmouth BLOATERS.  
Kippered HERRINGS.  
Herrings & MARDINES.

IRISH BACON in this.  
COOCATINA.  
VAN HUDDEN'S COCOA.  
EPIC COCOA.

## SPARTAN.

## COOKING STOVES.

## CLARETS.

CHATEAU MARGAUX.

CHATEAU LA TOUR, plats & quarts.

1862 GRAVES.

BREAKFAST CLARET.

## SHERRIES & PORT.

SACQUON'S MANZANILLA & AMON-

TILLADO.

SACQUON'S OLD INVALID PORT.

(1848). HUNTY'S PORT.

## BRANDY, WHISKY, LIQUEURS, &c.

1 and 3 star HENNESSY'S BRANDY.

FOREST OLD BOURBON WHISKY.

KNAHAN'S LL WHISKY.

ROYAL GLENDEE WHISKY.

BOARD'S OLD TOM.

E. & J. BUREL'S IRISH WHISKY.

ROSE'S LIME JUICE CORDIAL.

NOELLY FEAT & CO'S VERMOUTH.

JAMESON'S WHISKY.

MARSALA.

EASTERN CIDER.

CHARTREUSE.

MARASCHINO.

CURACAO.

ANGOSTURA, BOKER'S and ORANGE BITTERS.

&c., &c., &c.

BASS'S ALE, bottled by CAMERON and SAUNDERS, pints and quarts.

GUILNESS'S STOUT, bottled by E. & J. BOYCE, pints and quarts.

DRAUGHT ALE and PORTER, by the Galon.

ALE and PORTER, in hogsheads.

SPICALLY SELECTED.

## CIGARS.

Fine New Season's CUMSHAW TEA, in 5 cent Boxes.

BREAKFAST CONGOU @ 25 cents p. lb.

MILNER'S PATENT FIRE-PROOF SAFES, CASH and PAPER BOXES, at Manufacturer's Prices.

Hongkong, August 15, 1884.

1370 Sugar Delightures, 1800.

## Prospectus.

### HONGKONG & CHINA TRAMWAYS COMPANY, LIMITED.

CAPITAL, 500,000 DOLLARS.  
In 10,000 Shares of \$50 each, \$25 payable on Application, \$10 on Allotment, and the remainder by Call as required.

Provisional Committee:  
The Hon. W. M. EWSICK (Chairman).  
The Hon. Mr. JACKSON.  
The Hon. F. D. SASOON.

C. P. CHATER, Esq.  
W. H. DANDY, Esq.  
W. K. HUGHES, Esq.  
A. B. JOHNSON, Esq.  
J. A. MOSELEY, Esq.  
W. M. WOTTON, Esq.

Bankers: THE HONGKONG and SHANGHAI BANKING CORPORATION.

Engineers: W. M. DANBY, Esq., M. Inst. C.E.  
R. K. LEIGH, Esq., Assoc. M. Inst. C.E.

Solicitors: MESSRS. BLERETON, WOTTON and DEACON.

Temporary Office: 13, PRAYA CENTRAL, HONGKONG.

### ABRIDGED PROSPECTUS.

The Company has been formed for the purpose of constructing, equipping, and working a series of Low Level Steam Tramways in the City of Victoria, Hongkong. Two Special Ordinances (Nos. 6 and 18 of 1883) have been passed by the Legislative Council and the Government authorizing the construction and working of the same.

Victoria is very favourably adapted for Tramways, owing to its configuration, the easy gradients of its principal street, the main thoroughfare from the East to the West ends, along which the Tramways will be laid, and the immense incessant traffic of the same.

The Tramways will be constructed of the best and most substantial material, and with all the latest improvements, with steel girder rails, bedded in concrete, but no wood or other perishable material will be used.

The Tramways are intended to be worked by Steam Traction, such being much more economical, trustworthy, and under more efficient control, having more power of overcoming gradients, and giving better traction (peculiar and otherwise) than horse, compressed air, electricity or other motive power.

The engines will be constructed according to the Board of Trade regulations and will in no way be a nuisance, being almost noiseless, and having no machinery, steam or steam visible.

The Committee anticipate, from the relatively low cost per mile of the projected Tramways, combined with other numerous advantages connected with the undertaking, that the dividend return will be satisfactory.

There is no agreement or contract in existence affecting this undertaking.

Plans and Estimates may be seen at the Office, and the full Prospectus and Forms of Application for Shares and every other information may be obtained from

THE SECRETARY AND EXECUTIVE, No. 13, PILATA CENTRAL, HONGKONG.

Applications for SHARES will be received until the 30th September.

1319

Hongkong, August 7, 1884.

WANTED.

FOR THE SINGAPORE & STRAITS PRINTING OFFICE, Singapore, a FOREMAN LITHOGRAPHER.

Apply, with Testimonials, stating Wages expected to

The Manager,  
SINGAPORE & STRAITS PRINTING OFFICE,  
Singapore.

14th September, 1884.

1487

Hongkong, February 28, 1884.

Proprietor,  
GEORGE STAINFIELD,

PAQUEBOT POSTE FRANCAISE.

The Co.'s Steamship

Vulga,

Commandant LAFONT,

will be despatched for the above

Port on THURSDAY, the 18th Inst., at

Daylight.

For Freight or Passage, apply to

RUSSELL & CO.,

General Managers.

Hongkong, September 16, 1884.

1566

HONGKONG & MANILA STEAMSHIP COMPANY, LIMITED.

Approved:

F. E. WOODRUFF,

Commissioner of Customs.

Canton, 15th September, 1884.

1563

CITY HALL.

NOTICE.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

Approved:

F. E. WOODRUFF,

Commissioner of Customs.

Canton, 15th September, 1884.

1560

HONGKONG & MANILA STEAMSHIP COMPANY, LIMITED.

Approved:

F. E. WOODRUFF,

Commissioner of Customs.

Canton, 15th September, 1884.

1557

HONGKONG & MANILA STEAMSHIP COMPANY, LIMITED.

Approved:

F. E. WOODRUFF,

Commissioner of Customs.

Canton, 15th September, 1884.

1554

HONGKONG & MANILA STEAMSHIP COMPANY, LIMITED.

Approved:

F. E. WOODRUFF,

Commissioner of Customs.

Canton, 15th September, 1884.

1551

HONGKONG & MANILA STEAMSHIP COMPANY, LIMITED.

Approved:

F. E. WOODRUFF,

Commissioner of Customs.

Canton, 15th September, 1884.

1548

HONGKONG & MANILA STEAMSHIP COMPANY, LIMITED.

Approved:

F. E. WOODRUFF,

Commissioner of Customs.

Canton, 15th September, 1884.

1545

HONGKONG & MANILA STEAMSHIP COMPANY, LIMITED.

Approved:

F. E. WOODRUFF,

Commissioner of Customs.

Canton, 15th September, 1884.

1542

## THE CHINA MAIL.

The French gunboat *Pflüger*, 450 tons, arrived here from Haliphong this afternoon. The *Pflüger* was much used in river work in Tonquin. Her arrival is significant at the present juncture.

It is reported that the Chinese refused to work on the French mail steamer *Azore* in the Cosmopolitan Dock to day, and that she had to be taken from the French man-of-war in harbour to escape her.

We are requested to state that the members of the Sketching Club will be pleased to see their friends at the exhibition of pictures in St. Andrew's Hall on Wednesday, the 17th inst., at 2 p.m.

The Spanish steamer *Luzon* arrived at Manila on the 11th instant from the South. She was overtaken by the bad weather, lately prevalent in the archipelago, and lost her forecastle and sustained some minor damage.

The Band of the Buffs will play the following programs at the Officers' Mess, Murray Barracks, to-morrow evening:

March... "Comme Songe..." Kappay Polkino... In Bridal Array... Morydoff Overture... Hayde... Meissner Selection... Princess Ida... Sir A. Sullivan Suite... "Would that my..." Mendelssohn Love... Round Oak... Van der Hevel W. Quinn, Bandmaster.

The steamship *Diamante* arrived this morning from Manila with a clean bill of health, but as a death occurred among her Chinese passengers just as she came to anchor, the yellow flag was hoisted and the vessel removed into quarantine immediately after the Health Officer had boarded her. Another case of sickness on board was reported to the doctor, and during the day the sick man was reported to have died, but this was found to be incorrect, as the patient, who was suffering from dropsy, has since recovered.

There seems no reason to believe that the man who died on board this morning was suffering from any contagious disease, and as Manila, as well as Amoy and Newchwang, are now believed to be free from cholera, it is probable the *Diamante* will be released from quarantine to-morrow.

It is very satisfactory to learn that the home Government has at last approved of the plans for improving the defences of Hongkong, submitted to it a long time ago. Probably the existence of hostilities in the East has hastened the consideration of these plans. The work will be shortly proceeded with, and in the course of a year or two Hongkong should have a far better claim than she has at present to the title of "the Gibraltar of the East." Owing to the formation of the harbour and the island, Hongkong can never be made such an impregnable military and naval stronghold as is the "key of the Mediterranean," unless, indeed, the Home Government was prepared to spend an enormous sum of money on fortifications, and to maintain a large garrison in the Colony, but it will most likely now be placed in a sufficiently good state of defence to meet the requirements. This step has become more necessary of late years, owing to the movements of France and Russia in this part of the world.

It seems that the French man-of-war which stopped the junk in the neighbourhood of Hongkong and threw its armament overboard, was the ironclad *Atalante*. The owner of the junk asserts most positively that the occurrence took place just off the lighthouse at Ching-chow (Green Island). If this statement be accurate, he would be in British waters at the time, and the master should receive the attention of the Government here. It is for the British Government, in case of either hostilities or peace, to do all police work in British Waters, and to do all the overhauling of junks that may be required in this harbour, or round the Island. Of course, the British Government cannot interfere with the boarding or destruction of Chinese vessels by the French outside of British waters, no more than it could interfere with the bombardment of Chinese forts. The only circumstances under which the Government here could protest against the French needlessly interfering with the junk trade in Chinese waters would be when such interference assumed the dimensions of a blockade of Hongkong being seriously damaged thereby. But we do not anticipate that the French will concern themselves much about the junk trade between here and the mainland. They may choose to stop junks carrying arms and munitions of war from Hongkong, and in spite of the absence of a declaration of war, the British Government is not likely to feel called upon to offer any protest against such a course of procedure. The strange part about this particular incident is, however, that the junk boarded was coming to Hongkong, and was only carrying guns and ammunition considered necessary for its defence against pirates. The Captain of the *Atalante* probably thought she was a war junk, and might possibly be a source of danger to British shipping. But if all the native junks which carry arms are to be treated in this way, we may fear the French fleet in these waters will have plenty of work to hand, and that piracy will receive some encouragement.

The port from which the junk is said to have come is Kyang-tau, which is a place on the mainland beyond Macao, and not very far from St. John's Island.

A London telegram, dated the 14th August, says: "One thousand five hundred sharpshooters embarked to-day at Algiers for Tonquin."

AMONG the arrivals at San Francisco from China on Sunday, the 17th August, were Rear-Admiral N. Keppler, late in command of the Russian squadron in China and Japan; also Lieut. A. Eberhard and Sub-Lieutenant Count M. Apraxine. The party left for New York the following afternoon.

The searching portion of the customs officials at San Francisco were well rewarded for their last tour of inspection on the steamer *Azore* for contraband goods. On opening one of the lockers in the room-groove the sides showed over 100 pieces of projected opium and ten pounds of raw opium were found concealed in the partition. The seized article is valued at \$2000; the duty alone would amount to \$1000. The officers continued their search and were still further successful. Forty-six small handkerchiefs were found in the lining of a coat, 123 silk scarfs sewed up in a mat, 180 opium pipes in the false bottom of a basket and 51 pounds of tobacco under a bunk. The goods seized will amount in value to over \$3000. Within the past two months the Government has been enriched over \$15,000 by dutiable goods being seized on the China steamers alone. The inspectors have been very diligent of late and in consequence have been amply rewarded.

A LONDON cable special, dated 16th August, in the San Francisco papers, says: "Prima Minister Ferry, it is reported to-night from Paris, says he still discredits the statement that Admiral Lespes bombarded Keelung, on the island of Formosa, before taking possession in the name of France. Ferry gives as the reason for his disbelief the fact that he received no official information that such bombardment took place and that Keelung is entirely surrounded. It is still declared, both by the Foreign Office, in Paris, and by the Chinese Ambassador, that the reports of the French action, Keelung are erroneous. In London, however, it is believed that the stories circulating to-day to the effect that Admiral Lespes both bombarded and occupied Keelung on the 5th inst. are substantially true. If the bombardment took place the fact will weaken France's case and incite the Chinese, as nothing of the kind could have been necessary. News of the occupation of Keelung has been in circulation among the merchants in Paris and London for three or four days, but it was ridiculed by the official authorities until it was to-day confirmed in both cities by dispatches to the English press. The *Times* and *Standard*, convinced that war is imminent between France and China, have both sent out special correspondents to cover the principal centers of news during the expected struggle. A singular circumstance of the recent Keelung incident is that the proof it affords of the extent to which the French press and the French Government depend upon the enterprise of the London press for early and accurate information concerning French movements in China.

SAYS A SAN FRANCISCO PAPER.—By the steamer *City of New York*, which arrived from China last Sunday, came Henry Comstock, the foreign agent of the Remington gun manufacturers of New York, who has just made a large contract with the Chinese Government for the new Remington-Lee rifles and ammunition. Mr Comstock was visited upon by a reporter of the Chronicle at the Lick House last evening to ascertain China's present condition in case of war.

"Well, I will tell you," said Mr Comstock, "America has a wrong idea as to China's strength in case of war. She now has thirty-five first-class gunboats and a standing army of 2,000,000 men. These men that belong to the army there are not like the Mongolians that come to this country. They are a brave set of fellows and will fight if an opportunity presents itself. Those that think they are cowards are greatly mistaken. The army is now supplied with the old-style guns. I have just made a contract with the Government for 130,000 latest improved Remington-Lee rifles and 100,000,000 cartridges, and more orders are to follow. They are shipped to New York by the way of Liverpool and Shanghai. At the present time the French have eighteen ambachts in the Chinese water, but only about half that number are useable in case of war, and their total number of men at China station is only 4500."

Mr Comstock leaves for New York to-morrow, but will return to China in a few months.

THERE ALONE California thus describes the shipment of a party of lepers to China from San Francisco:—At 3 o'clock on the morning of the 7th August, when everything was as quiet as the grave about the Pacific Mail dock, and no-inquisitive persons were wandering around, twenty-one Chinese lepers were hunted aboard the steamer *Oceanic* and are now on their way back to their native land, never to return. In a compartment erected by the ship's carpenter for their especial accommodation these disease-stricken humans were stowed away to prevent any possibility of other steerage passengers being inoculated. As the 7th wore itself away the work of loading the vessel and taking the passengers progressed in the usual way, and at 5 p.m. the *Oceanic* cast off from the dock and headed for the open sea. The paper came from the *Oceanic* on the 15th day, 7th moon, Chinese. The paper was supplied to the office every morning.

LEUNG KWAU KAU, fourth clerk in the Police Department, gave evidence as to filing the paper in question. He saw in the issue of September 4th an indecent Chinese paper known as the *Wai San Yai Po*, on the 4th known as a certain indecent and obscene article, under the head of "News from Canton."

I have, &c., (Signed)

H. F. HANCE,  
Acting Consul.

## THE NAVIGATION OF THE CANTON RIVER.

A Government Gazette extraordinary published this afternoon contains the following correspondence:

H. B. M.'s Acting Consul, Canton, to the Colonial Secretary.

H. M.'s CONSULATE,  
Canton, 12th September, 1884.

Sir—I have the honour to enclose, for the information of His Excellency the Governor, copies of a communication of the Two Kwangs on the subject of a distinguishing flag proposed by His Excellency to be used by British Vessels according to the arrangement with His Excellency.

I would request Sir George Bowen's consideration that it might be well if His Excellency would direct a Notification to be issued recommending British Vessels approaching the Bogue to hoist their Ensign on the fore-top-gallant mast, to enable their nationality to be the more readily made out.

I have, &c., (Signed)

H. F. HANCE,  
Acting Consul.

[Translation.]

Acting Governor-General Chang, to H. M. Acting Consul.

10th day of September, 1884.

Sir.—The French have commenced military operations. All the sea-ports are now judicially guarded. Vessels of friendly powers will be allowed to alight to ply so that trade may be kept up.

Now although each nation has a special flag for its ships to sail under, it is to be feared that the Chinese Soldiers and people, and the Vessels of War at Sea, may not all know the flag and may find it difficult to distinguish. I have therefore decided to ask you that in future Vessels of War and Merchant Ships coming here shall fly in addition to their National Flag, another flag on which shall be inscribed the name of their nation in large Chinese characters, so that the vessel might be at once recognised; and asking me to notify Ships to do this.

As in duty bound I now write to ask you to notify the ships. In this proposition I am wholly actuated by a desire to protect foreign shipping; but whether you will have this additional flag carried or not is a matter for you to decide.

I have, &c.,

H. M. Acting Consul, to Governor-General Chang.

15th day of September, 1884.

I have the honour to acknowledge receipt of your Excellency's Despatch, suggesting that in future all Vessels, both Man-of-war and Merchant, should fly, in addition to their National Flag, a flag bearing the name of their nation in large Chinese characters, so that the vessel might be at once recognised; and asking me to notify Ships to do this.

I have given your suggestion mature consideration and recognise with great pleasure your excellent intention, for which I feel deeply grateful. I would remark that the carrying of an additional flag with Chinese characters is a matter which would, I believe, require the sanction of the Admiralty. A few days since your Excellency sent a request that the coming of British Men-of-war to Canton might be notified before-hand through me to the Chinese Authorities and in accordance with that request I wired the Commodore at Hongkong that this suggestion should be complied with.

As regards Merchant Ships, I have ordered to carry out your Excellency's idea of rendering identification easy, by notifying them that when coming here they should fly the British Ensign at their Mast-head so as to be easily seen. This, I think, will be preferable to the plan proposed by you.

I have, &c., (Signed)

H. F. HANCE,  
Acting Consul.

CHINA'S NAVIGATION IN THE CANTON RIVER.

(Before A. G. Wise, Esq.)

Tuesday, September 16.

CHINA'S NAVIGATION IN THE CANTON RIVER.

Link Ki-shan was charged with printing and publishing, in the daily Chinese news and periodical, what was known as the *Wai San Yai Po*, on the 4th known as a certain indecent and obscene article, under the head of "News from Canton."

Mr Johnson, Crown Solicitor, appeared for the prosecution.

James Parker, first clerk at the Magistrate's office, produced an attested copy of defendant's declaration as printer and publisher of the *Wai San Yai Po*, dated August 14th, 1882.

Charles William Duggan, first clerk in the Police Department, proved the delivery of the paper to the Police Department and produced the copy supplied on the 4th known as a certain indecent and obscene article, under the head of "News from Canton."

Mr Johnson, Crown Solicitor, appeared for the prosecution.

James Parker, first clerk at the Magistrate's office, produced an attested copy of defendant's declaration as printer and publisher of the *Wai San Yai Po*, dated August 14th, 1882.

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